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AT THE EVENING TELEGRAPH ACIDDING NO. 108 SOUTH THIRD STREET. Price, Three Cents per Copy (Double Sheet), o igh een Cents per Week, payable to the Carrier, and falled to Subscribers out or the city at Nine Dollars T Appum; One Dollar and P.Ry Cents for Two on the, invariably in advance for the period ordered

THURSDAY, DECEMBER 5, 1867.

inancial Differences-"Under Which King, Bezonian ?" THE laudable desire of an American citizen to ascertain for himself what would be for the good of his country, would naturally lead him to attempt an investigation of the finances of his native land, and seek to ascertain, from some of those writers who have given the subject their attention, what is the correct policy for our Secretary of the Treasury. If he sets about this national task, he will soon find how vain is all trust in human intellect. There appear not to be any two thinkers of the present day who concur in any plan which would be the true policy for our nation. We remark this with surprise. Before now we have found differences in other matters. Questions of public concern generally have two sides to them, and each writer follows one banner. But in the present case there is an army, each man of which carries his own standard and fights under his own flag. They differ not in detail, but at the very foundation. We notice the two leading New York papers of yesterday, the Tribune and the Herald, took occasion, on he publication of the Report of the Secretary

the Treasury, to comment on the contents fthat document and to express their views the subject of finance in general.

Reading the two articles side by side calls to mind the journey of Don Quixote and Bancho Pauza. Let the national banks be the windmill, and the parallel is perfect. "Fortune," cried the Don, "directs our affairs. Look yonder, Sancho, there are at least thirty outrageous giants whom I intend to encounter, and having deprived them of life, we will begin to enrich ourselves with their spoils; for they are lawful prizes, and the extirpation of that cursed brood will be an ecceptable service to heaven." "What giants?" quoth Sancho. "Pray look better, sir; those things are not giants, but windmills, and the arms are their sails, which, being whirled about, make the mill go." The difference of opinion between our contemporaries is as great as that of the knight and his squire; and what with the Don of the Herald and the wild ideas of the Sancho of the Tribune, and his attempts to convince his neighbor, we do not wonder that people buy land, and begin to tremble at the mention of national finances. Let us instance a point of difference. The Tribune, in speaking of the circulation, favors a total withdrawal of all legal-tender, and the substitution in its place of national bank notes. It says:-

"Legatienders are a 'forced loan'—a sort of legat robbery, adapted only to a state of war. They de not constitute a paper-money currency, per-manently secured, and adapted to a state of peace. The National Bank notes do. There is nothing of the character of robbery or force about them. They are not depreciated Government lies. They represent no broken promises, They are well-secured promises to pay 'dol-lare.'

"Any paper currency, to deserve the name, must be—I Secured; 2. Redeemable. Green-backs are neither. They are a standing advertisement that the United States are insolvent. The national banking system will furnish us a surrency both secured and redeemable in gold, so soon as the Government and the country shall return to specie payments. It is impossible to at it before the formula in the country when the country is the country of the country when the country is the country when the country is the country when the ble to do it before.
"We must have some banking system adapted

to a condition of peace. The legal tenders are no banking system whatever, but a forced loan. They have no self-regulating, expansive and contractive power, adapted to the business wants of the community.

The question here is fairly met and decided in favor of the bank notes. In fact, the article and language are so strong that we almost begin to pity the poor creature who could favor "greenbacks," and think that, after all, but few people are so deluded, and that that question is satisfactorily settled. But in looking at the Herald, where are our conclusions? That paper maintains directly the reverse, with quite equal energy. It says:-

"The Secretary speaks of the banks being connected with the credit of the Government." He has not the bardthood to say they are necessary to its credit. Yes, they are connected with the credit of the Government—that is, the Government lends them its credit to bank upon, and makes in addition a gratuity to them of a national circulating medium. It is a one-sided affair, and the banks get all the benefit. They are of no earthly use to the credit of the Governare of no earthly use to the credit of the Govern-ment and never can be. It is a monstrous monopoly, drawing upon the credit lent to them, and the circulation given to them, fifteen or sixteen percent, from the industrial earnings of the people. Mr. McCulloch and the Comptroller of the Currency endeavor to make it appear that the banks do not receive this enorhous benefit, and that there would be no saving by the substitution of a legal-tender currency for extrapel harm circulation, and they rency for national bank circulation, and they particularly refer to the taxes the banks pay by the way of sustaining their argument. This is simply ridiculous, and an insult to the common lense of the nation. We want no contraction, indonly a uniform currency by substituting legal-lenders for the national bank circulation. We shall grow up to specie payments, if that be desirable, within a few years through the natural growth of completion business and the ral growth of population, business, and the

Here, then, in language quite as emphatic, and with arguments almost as specious, the opposite is held forth. The patient is lying senseless. Says doctor of the old school, "It is apoplexy; bleed him teely, and draw the blood from the head." Says doctor of the new school, "It is exhaustion; be you value his life, not a drop of blood must be drawn. Stimulants are all that can save him. And we unprofessionals stand undecided, and would it cause great surprise if, meanwhile, the patient died? Yet, to the unfinancial eye, the discussion between our financiers looks not unlike our sick-bed parallel.

The two great divisions which present irreconcilable differences may be called the contractionists and expansionists. The first desire to withdraw the legal tenders from circulation and substitute in their place a specie currency. This view of the question has been substantially declared in favor of by the actions of Congress and the repeated support of the Sec-

retary of the Treasury. By law that officer was | authorized to withdraw four millions per month, if he deemed it expedient. There seems to be little doubt that, unless a financial revulsion takes place, such a policy will be the one attempted. If this idea is not carried to an excess, it will not necessitate the withdrawal of the National Bank notes, for as these notes are not fictitious in value, but represent so much capital in national bonds, and as, by the resumption of specie payments, so far as the legal-tenders are concerned, the bonds become worth their face value in gold, therefore the notes will really be the representative of gold, and will circulate on a par with coin. Such seems to be the course marked out by Mr. McCulloch. It is bitterly attacked, however, by the expansionists, who declare that with contraction and an attempt at resumption will come stagnation of business, prostration of trade, in fact, financial ruin; that all the past teaches us that in seasons of depression, expansion is the only cure; that Great Britain has again and again ridden free of the storm by an increase of ker circulation, and that for us to contract when we are already weak is a suicidal policy. They favor expansion, and numerous are the

plans proposed. The Herald and its advocates wish to see all the national bank notes returned, and in their place let us issue a yet larger supply of "greenbacks." In other words, there are now about \$700,000,000 of notes and greenbacks; call them all in, and issue new "green_ backs" to the amount of say \$1,000,000,000. This will carry the country through the present depression, will cut off the profits of the national banks, and reduce these institutions, which are named by these opinionists as little better than the giants which Don Quixote charged upon, to mere companies for discount and deposit. To this the contractionists reply that none of the remedies proposed would be a remedy; it would be but postponing the evil day, and make it ten times worse when it comes; that expansion cannot continue forever, and that we had better suffer and resume now, when we have but \$700,000,000, rather than increase the trouble in the future by making the circulation half as large again; that it is but a temporary makeshift, and neither warranted by prudence nor policy. Such is the difficulty in which our people are placed. How shall we decide between the two? Each is but a theory. Each seems plausible and well founded until we hear the other. But the opposition utterly annihilates all the simplest principles of its opponent. With one or the other we would be satisfied, but with both our nation can only say, "How happy I would be with either, were t'other dear charmer away." Not wishing to be partisans of either theory, we state each, and let our readers choose for themselves, if they feel inclined to form a decided opinion.

The End Approaching.

It is not necessary that the mighty enterprise which is slowly completing the Pacific Railroad should finish its task before we reap the advantages. Already is the effect perceptible in the increased facility and rapidity of connection between us and the Pacific coast. Up to the present date it has always been much quicker to send the mails by steam ship than it was across the Plains. So much, however, of the road is now completed as to take less time to forward the mails by the railroad, so far as it is completed from the West, than to send them by express across the intervening distance until they meet the line pushing from the East, whence they come direct to Philadelphia by mail. According to the old method, it required twenty-three days to come by sea; now the mails which arrive to-day come direct in fifteen days. This is unprecedented, and when we remember the importance of speed in business letters, it is of incalculable advantage. The New York Herald,

in speaking of this fact, says:in speaking of this fact, says:—

"The fact that it is now possible is due to the energy which has been manifested by the Union Pacific Railroad Company in the construction of the great national line which that corporation has had in hand. The total line from Japan to New York is now reduced to about forty days, while the Liverpool merchants may receive their advices by this route in nine or ten days more. The industrial armies who are digging and blasting a way for the locomotive through the Rocky Mountains and the Sierra Nevada are working as directly in the interests of New York and European capitalists and merchants as of those personally talists and merchants as of those personally connected with the railroad companies. In five years hence the wonder will be, not that any parties were audacious enough to project and build a Pacific Railroad, but that the business men of this city and of the country were so long content to do without it."

The signs of the times cannot be mistaken. It is not merely by the report of the Company that the approach of the end is seen, but facts speak too plainly to deceive. The great project of the century is nearing its completion, and the vast current of trade will ere long begin to flow in the channels which the myriads of laborers and the millions of capital are now preparing for its reception. And with that opening will come a commercial revolu-

EDITORIAL CORRESPONDENCE.

The Great Mississippi River System of this Country-The Three Grand Divisions-The Valleys of the Ohio, of the Mississippi, and of the Missouri-The Development of Each-The Railway System of the Country - Man's Triumph Over Nature, Etc. Etc.

Sr. Louis, Mo., Dec. 2, 1867. The distinguishing feature of the United States east of the Rocky Mountains is the wonderful river system of the Mississippi river and ifs tributaries. To get a just and comprehensive idea of this, one must study the map. It will be noticed that this system divides itself majurally into three great parts-an eastern central, and western; the valley of the Ohio river exastituting the eastern, the valley of the Mississipp proper constituting the central, and the valley of the Missouri constituting the western. The easent of this river system, the amount of navigation it affords, the producpidily of development is population, wealth, as d power which it has we nessed and is now

At to more extent it is stupendous. It govers

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more than thirty-five degrees of longitude. Its navigation extends from St. Paul in the north to New Orleans in the South, and from Oll City in the East to Fort Benton in the West. Its headwaters in the East drain Western New York and Pennsylvania; in the North, Minnesota and Wisconsin; and in the West, Montana and British Columbia. The trip from Pittsburg to Fort Benton in Montana by steamboat is not only practicable, but has been an actual fact of more than a slogle occurrence in the course of

The productions of this vast region embrace nearly all varieties of all climes, from the cotton, rice, sugar-care, and oranges of the lower Mississippi to the petroleum, coal, and fron of Pennsylvania, the wheat and jumber of Minue sota and Wisconsin, the buffilees of Kansas, the furs of British Columbia, and the gold dust of Montana.

The Eastern division of this great river system, or the Ohio veiley, has been pretty wel developed. It has given us the splendld agrie. Iture of Southern Ohio, Indiana, and Illinois and of Kentucky, and the mineral and manufacturing interests of which Pittsourg and Cincinnati are the chief centres, which together can hardly have less than half a million of population within their limits or immediate dependencies.

The Central division, or the Mississippi valley proper, is in progress of development, but as yet its vast resources have been but slightly brought out. The agriculture of its lower section, including the production of cotton, rice, and sugar-cane, is in a very rude and primitive condition. It was much prostrated by the war, and has not yet recovered even its former status. Its espabilitles, however, are en amous; and whenever the political condition of the country shall have become permaneutly settled, so that capital can be safely used in those sections, no portion of the country will advance more rapidly in population and wealth than the Lower Mississippi valley. New Orleans will then regain her former importance as a commercial point, and will advance with more rapid strides than ever before.

The regions of the upper Mississippi, including those portions of Illinois, Missouri, Iowa Wisconsin, and Minnesota which are immedi ately tributary to the river, are in the process of rapid growth and development.

There are immense mineral resources of lumber, fron, lead, and coal in these regions, that are just beginning to be turned to account, and that point to the future establishment of a manuncturing interest at St. Louis which will probably eclipse anything of the kind in the country. The agricultural resources of this part of the valley are exhaustless. Iowa, Minn sota, and Wisconsin are among the greatest wheatgrowing States in the Union. Western Hitnois raises immense quantities of corn, stock of all kinds, and is a country kindly adapted to the peach and grape. It also abounds in coal. The pineries of the Upper Mississippi are extensive and valuable. The natural outlet for all this country is by way of the Mississippi river, and if there were great city like New York or Philadelphia at its mouth, nothing could prevent the flow of commerce in that direction. But the great commercial centres of the country, regulating our foreign trade, are situated on our Atlantic seaboard, and have determined the railway system of the country into an almost exclusively east and west system, so that there is a constant tendency to counteract the natural flow of the trade of the West, as determined a priori by her rivers, and to carry it to the Eastern seaboard The events of the past six years have well-nigh established this, to some extent at least, artificial direction of commerce in the United States Its first great impetus, however, was given by the genius of that far-seeing statesman. De Witt Clinton, when he projected and established the Erie Canal, connecting the great lakes with the tide-waters of the Atlantic. Had he lived a quarter century earlier or later, New York and New Orleans might perchance have exchanged places. Such is the influence which a great mind often exerts upon the destinies of a country. There are now nearly a score of railway lines touching the Mississippi at various points from St. Louis up, and leading away to the East. These roads bring little or no commerce to the river, but, on the contrary, are so many artificial channels by which its trade is carried away to the Atlantic seaboard, instead of find ing its natural course to the Gulf of Mexico. Many of these lines cross the Mississippi and extend their iron arms around to the valley of the Missouri.

There is nothing more interesting to the thoughtful observer than this mighty east and west flow of commerce in the United States. It shows the power of man to compete with the forces of nature on a great scale. Nothing seems more in accordance with the laws of nature than that the trade of the Mississippi valley and its tributaries should have concentrated at the month of that river. It is as natu. ral as that water should run down hill. Yet the bulk of that mighty commerce is directed from its natural channels, is carried away over rivers and mountains, and distributed to the world from a distant seaboard.

I have hardly left myself room to speak of what I have denominated the Western, or Missouri valley, division of this great river system; yet, for the sake of presenting a connected view of the subject, I will tax the reader's atten tion a little further.

The Missouri river is really the great parent river, and the Mississippi is the true tributary Above their junction at Alten the Missouri is the larger stream, has the greater number of tributaries and more important ones, is the longest river by nearly a thousand miles, and drains by far the wider extent of country. The Missouri rises in the Rocky Mountains, as far west as the longitude of Salt Lake, and about in the latitude of Northern New York. Its first course is for a long distance northward, until it almost reaches the British possessions, and here, away at this northernmost point, in a higher latitude than that of Quebec, it becomes a navigable stream for steam voats of a large capacity. It maintains an easterly course, falling essentially from this high latitude, for about a thousand miles, receiving on its way the Yellow Stone river, itself a navigable stream. It then commences to fall offrapidly to the South until, at Kansas City, after flowing a thousand miles more, and receiving the Kansas and Platte rivers, beside: innumerable smaller tributaries, it turns almost squarely to the east, traverses the entire State of Missouri, and unites with the Mississippi a short distance above St. Louis. This great valley is as yet almost a terra incognita. Through the State of Missouri it is settled up along the stream, but the country back is still to a great extent in its virgin condition. The eastern border of Kansas is settled to some considerable extent; and there are some settlements in Nebraska and Western Iowa. Above that, there is almost an unbroken wilderness clear to Fort Benton, where the Montana trade is reached.

The colef towns in the Missouri valley are Kansas City, St. Joseph, Omaha, and Leavenwitnessing, are unparaticled asywhere in the worth. There is more activity, more stir, more settlement, more development going on just now in the lower portion of the Missouri valley.

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more than twenty degrees of latitude and | say from St. Louis to Omaha, than in any other portion of the country. An immense immigration is pouring into Missouri and Kansas, especially along the lines of the railroads. A great deal of money, too, is in circulation from the great public works which are in progress. Tue whole Kansas valley is faw of life from the construction of the Kansas Pacific Railroad, while a similar state of things prevails along the valley of the Platte from the building of the Nebraska Pacific Rillroad, more commonly and strictly called the "Union Pacific." The development of the Montana gold regions is also giving a great impetus to the traffic of the upper Missouri. More than ninety boats, I am told, made the trip this season from St Louis to Fort Benton, and the number to the trade for next sesson will probably be still larger.

The resoure s of this great valley are as yet almost wasily undeveloped. The lower portion of it comprises the very garden of the West for agricultural productions. What cap cities the Upper Missouri valley will show in this respectare still a matter of conjecture. Its richness in the precious minerals, however, is fully estab ished, and is already stimulating a large and profitable commerce.

I have thus briefly sketched the remarkable river system of the Mississippi and its tributaries. The world furnishes no parallel to it. Its development is still in its merest infancy, yet it has built up great cities and founded a mighty commerce. Persons are now living who will see it inhabited by a hundred millions of people and controlling the destinies of this country. Fine sceptre has already passed from the Atlantic slope, never to be regained. There is no longer any "West" this side of the Rocky Mountains. Kansas is the geographical centre of the continent. This mighty valley, with its teeming millions, is to be the future seat of the greatest and most wonderful empire that the world has ever

SPECIAL NOTICES.

THE MONTH OF ROSES IS THE MOST -3 fragrant month in the calendar, but it is so in over, and become lies a withering. But remember, ladier, with Phalon's "Night-Blooming Gereas" on your tofiets, you can have a rarer perfusion than June flowers ever yielded all the year round,—Treaton

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UNION LEAGUE HOUSE

BROAD STREET. PHILADELPHIA, Nov. 30, 1867.

THE ANNUAL MEETING OF THE UNION LEAGLE OF PHILADELPHIA Will be held at the League House,

ON MONDAY EVENING, December 9, AT 7 O'CLOCK. At this meeting there will be an election for Officers

and Directors to serve for the ensuing year. GEORGE H. BOKE 11 80 7t SECRETARY. MOUNG SHAW LOO, OF MAULMAIN

Burmah, having completed a classical theo-logical and medical education, is about to return to

A FAREWELL MEETING will be held
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AT THE TABERNACLE BAPTIST CHURCH,
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Loo, G. D. Boardman, and J. H. Castle. 124-24 DELAWARE AND RARITAN CANAL RAID ROAD AND TRANSPORTATION COMPANY.

PANY.

PRINCETON, N. J., Dec. 2, 1867.

The Directors of the above Companies have ordered that the Transfer Books of Capital Stock be closed on JANUARY 15 and JULY 15 in each year, until the SECOND DAY of the following month; and any divided declared will be parable to the stockholders, standing as such on the books of the Companies, on the FIFTHENTH DAY of the month in which the dividend is declared. dividend is declared. 11 20 6t BICHARD STOCKTON, Treasurer.

PENNSYLVANIA BAILROAD COM-PANY, TREASURER'S DEPARTMENT, PHILADE: PHILA, NOV. 2, 1867. NOTICE TO STOCKHOLDERS,—The Board of Di-rectors have the day declared a semi-annual dividend FOTICE TO STOCK HOLDERS,—The Board of Directors have the day declared a semi-annual dividend of THREE PER CENT. on the capital stock of the Company, clear of Nations; and State taxes, payable on and after November 30 1897. Blank powers of attorney for collecting dividends can be had at the office of the Company, No. 238 S. THILD Street.

Persons holding Scrip Certificates can have them cashed on presentation at this Office.

114 5w THOMAS T. FIRTH, Treasurer.

PLYMOUT I RAILROAD COMPANY. Notice is bereby given that a meeting of the Stockholders of said Company will be held at D. R. Brower's Monigomery House, in the borough of Norristown, on MONDAY. December 9, 1887, at 10 o'clock A. M., to elect it Managers of said Company to serve the ensuing year.

11 14 200*

Notice is bereby given that a meeting of the Brower's Monigomery House, in the borough of Norristown, on MONDAY. December 9, 1877, at 10 o'clock A. M., to elect it Managers of said Company to serve the ensuing year.

11 14 200*

Notice is bereby given that a meeting of the Stockholders of the provided in the borough of the b

OFFICE OF THE LEHIGH COALAND NAVIGATION COMPANY.

November 29, 1887.

At a special meeting of the Board of Managers of the Leh'gh Coal and Navigation Company, had, this day, hissers. Edward W. Clark, John Welsh, Charence H. Clark, and George F. Tyler were elected to ful the variancies caused by the resignation of Messra. Jacob P. Jones. Freuerick Graff. Samuel E. Stokes, and Charles Wheeler from their positions as Managers of said Company.

11 29 6t.

Secretary. 11 29 6t

OFFICE OF THE LEHIGH COAL AND NAVIGATION COMPANY.

PHILADELPHIA, Nov. 29, 1867.

At a special meeting of the Board of Managers of the Lengh Coal and Navigation Company heid this day, EDWARD W. CLAEK, Esq., was sleeted President of said Company, to fin the vacancy occasioned by the resignation of James S. Cox, Esq., from said office.

11 29 68 11 29 6t

FARMERS' AND MECHANICS'
NATIONAL BANK.
PHILADELPHIA, Nov. 29, 1867.
For the convenience of its Stockholders this Bank will pay to the Receiver of Taxes the State Tax of Three Mills now due upon their resi ective shares.
11 29 46 W. RUSHTON, JR., Casnier.

COMMONWEALTH NATIONAL BANK PHILADELPHIA, Dec. 3 1867.
For the convenience of its tockholders, this Bauk
will pay to the Receiver of Taxes the State tax of
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Nos. 603 and 605 CHESNUT St.

Every Carment in our Extensive Assortment LOWERED in Price to suit the times. We are determined to close out our Stock of Overcoats and Heavy Suits before the Holidays, Very Cheap. Prices greatly reduced on Ordered Work.

Parents, bring along your Boys. We have all kinds of Boys' Clothing, which we will sell very low.

The Best Ready-made Clothing in Philadelphia at the lowest figures.

Perfect satisfaction guaranteed to every purchaser, 980 am

FOR THE INFORMATION OF HOLDERS OF GOVERNMENT SECURITIES. who may wish to convert them into the

FIRST MORTGAGE BONDS

Union Pacific Railroad Co., We publish below the terms upon which they may

now be exchanged at the office of the Agents of the Company in this city, WM. PAINTAR &CO., NO. 25 SOUTH THIED STREET. We would to-day give these bonds and pay a diffe-

\$206°33 taking in exchange U. S. 6's of 1881. \$156 33 do. do. 5-20's of 1882. \$127:58 \$187.58 do. do. 5-20's of 1865, May & Nov. \$151.33 do. do. 5-20's of '65, Jan. & July do. \$151'83 5-20's of '67. \$93.83 5 % cent. 10-40's, do. \$159 18 do do 7 8-10 Cy. June insue do. 7 3-10 Cy, July insue. \$153.18 do. (For every thousand dollars.)

rence of

fidence in their security.

Philadelphia, Nov. 21, 1867. 12 2 4p FRENCH BRIE CHEESE.

We offer these bonds to the public, with every con

LOVERS OF FINE IMPORTED CHEESE ARE INVITED TO CALL AT BROAD AND WALNUT, AND FIND THURE THE PINERY VARIETY AND QUALITY OF CHEENE IN THE CITY. WE ARE IN RECEIPT OF VERY CHOICE BRIE CHEESE, OF. BIOUNLY PUT UP IN FRANCE, IN BASK-EIN, AND OF VEH & RICH PLAYOR ALNO, ROQUEFORT, STILTON, CHED-DAR, EDAM, PINEAPPLE, INTIATION OF DOUBLE CLOUCESTER, AND BICH CREAR CHEFNE.

BE RECEIVED IN A FEW DAYS.

NEUFCHATEL AND CAMEWBERT WILL

SIMON COLTON & CLARKE. S. W. COR. BROAD AND WALNUT STS.

PHILADELPHIA. AT "THE CHEAP BOOKSTORE" 10,000 Pictures at a Reduction of 98

Per Cent. \$2 Books Selling at 25 Cents. \$2 Books Selling at 50 Sents. \$1.50 Books Selling at 25 Cents. A rew lot of these Cheap Books now ready for inspection.

1000 Chromos Reduced from 331/4 to 75 Per Cent. Everything in our Line either at Wholesale or Less than Cost, Call and look over our counters. Store kept open

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EMOVA CONWAY BROTHERS,

IMPORTERS AND JOBREES OF HONIERY, GLOVES, NOTIONS, AND TOYS.

Have removed from No. 40 North FOURTH Street, to the large and spacious Storerooms NOS. 22 AND 24 N. FOURTH STREET,

Southwest corner of Commerce. [12 4 at-POINT BREEZE PARK.

FRIDAY, DECEMBER 6, 1867. PURSE AND STAKE OF \$300.

Mile Heats, 3 in 5, to Road Wagons. Good day and track. Three best road herses in the city. Horses to start at 3 o'clock P. M.

J. M. HAMMILL NAMES B. H. MAY BOX. OWNER NAMES B. M. GAZELLE. OWNER NAMES B. II. STRATHMORE.

The privilege of a member introducing a male friend without pay is suspended.

Omnibuses will start for the Park from Library street at 2% o'clock P. M... 12.3 %



WILMINGTON STEAMBOAT

Un and sher THURSDAY, December 5, the steamer

ARIPL will discontinue her trius, The steamer S.

M. PELTON will run as follows:—Leave Off ESNOT

Street Wharf, Physitelphia, at 2 P. M. and Wil
MINGTON at 7-20 A. M. 134 31

FOR CHESTER, HOOK, AND Wilmington.—The steemer a. M. Fallon leaves Chesnus Sireet Wharf at P. M., and returning, leaves Winshington at 750 A. W. Face to
Wilmington, 15 courts. Chesses, or Hook, 10 ets. [196 64

m "Delle in Bear Inc frint mew. "Mary"

NO. 16 PORTH DELLARABE ACRES